

# SECRET OF KAISER'S MYSTERY GUN IS IN CHAMBERED SHELL

An Ordnance Expert Reveals Probable Construction of the Death Carrier.

A metal cylinder, pointed at the forward end, leaps from the mouth of a gun, climbs into the semi-vacuum far beyond the earth, crosses seventy miles of France and comes down to Paris, where it explodes—in a church.

The 70-mile gun has been described. Many 70-mile shells have been described, some of them impossible. But of the 70-mile shell little information has been obtained hitherto. And the shell, in the reckoning of those precise gentlemen whose business is the development of ordnance, is hardly less interesting than the gun.

The Evening World presents in diagram the 70-mile shell as it is reconstructed, more or less hypothetically, by an ordnance expert, O. Laytley, No. 287 Madison Avenue, who has been consulted by the War and Navy Departments on questions pertaining to the range and accuracy of big guns. The diagram is drawn from Mr. Laytley's sketches.

"The data for the study of this shell," said Mr. Laytley, "are of course inadequate at this time. But fragments have been picked up, and it is possible to form from these a fair idea of the complete projectile—much as the scientist reconstructs from its scattered bones the likeness of an animal that has been for centuries extinct."

"The shell is 8.5 inches in diameter and probably more than 20 inches long. The length of the shell proper is given in some of the cable descriptions as just 20 inches, but beyond the shell proper is its fine-pointed nose—a metal windshield that may increase the actual length by several inches.

"Inside the casing we find two cavities, one forward, one back. These are the chambers for the explosive, partly divided by a steel partition, but only partly, since there are two holes in the partition. This would make possible the use of two explosives in the same shell—a quick one, perhaps in the forward cavity; a slower one in the rear.

"The fuse is in front, protected not only by the rather blunt nose of the shell proper but additionally by the wind shield. The shell explodes by contact, the fuse acting on the fast explosive in the forward chamber, which in turn detonates the slower in the base. The whole shell is described as weighing 200 pounds—which seems to be rather light."

Mr. Laytley was interrupted with a question:

"If the Germans can shoot 70 miles, can they shoot 50 or 30—or more?"

"The real danger," he said, "might lie in the other direction. If the Germans can shoot 70 miles they can also shoot half that distance or any fraction of it. And some of the lesser ranges might prove a great peril to the Allied fleet, for instance.

"There are four well known methods of increasing the range—lightening the projectile, narrowing the point, lengthening the gun and increasing the pressure. These methods alone are enough to bring the maximum range of a nine-inch shell up to about forty miles without impracticable construction or prohibitive cost. Naval guns are for the present near their practical limit of length and pressure. The Germans accordingly will have to depend for increased range mainly on changes of the shell.

"Taking the naval situation as it is, and utilizing their new studies, they are likely, in my opinion, to discontinue the usual attempts to penetrate the heavy side armor of battleships, and develop a lighter shell to strike through the decks at long range. Deck armor is thin and must remain so, since the deck surface is too great for heavy armor.

"Before the present war battleships were expected to fight at about five miles. The ranges have been brought up to ten, and is increasing."

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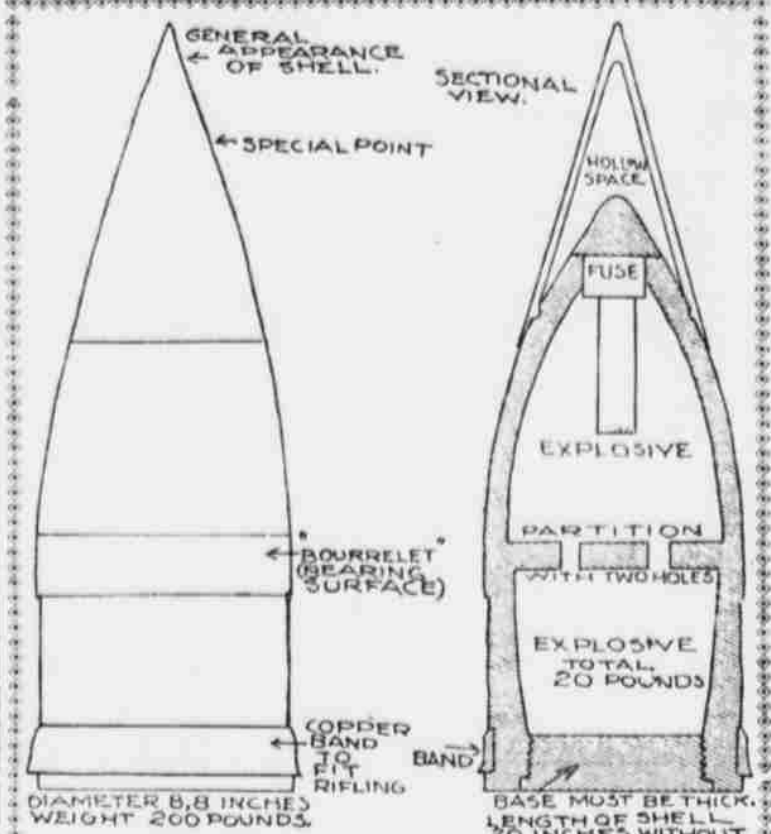
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## Probable Construction of Shell Used in Kaiser's Murderous Gun



## WRITER WHO ESCAPED VILLA JAIL IS KILLED IN FRANCE

"Jack" Roberts of Old 69th Victim of Accident—Was War Correspondent in Mexico.

The name of John W. Roberts, private in Company C, old 69th Regiment, was mentioned in Gen. Pershing's list of casualties. No details of death were given, further than that Private Roberts died as the result of an accident.

"Jack" Roberts was a reporter, writer and war correspondent. In the latter capacity he was in Northern Mexico for the New York American, and was put in jail by Villa. He escaped death by taking French leave.

Roberts lived in El Paso with his mother and two sisters, but after his experience in Mexico came to New York. As soon as war was declared on Germany he enlisted in the Seventh Regiment.

When the Rainbow Division was formed he was one of the quota of the Seventh transferred to the Sixty-ninth. Roberts had a romance while at Camp Mills, becoming engaged to the daughter of a wealthy woman. They were to be married before the departure of the regiment, but the wedding finally was postponed.

Among sixty-nine sailors of the American Navy who returned on the Italian ship were thirty-seven whose four-year-term of enlistment had expired. They declared they were going to re-enlist after a thirty-day's furlough.

## BOWIE ENTRIES.

(Special to The Evening World.)  
RACE TRACK, BOWIE, Md., April 1.—The entries for to-morrow's races are as follows:

FIRST RACE: For maiden (two-year-olds) and fillies. Post time, 1:30. 114, W. W. 115, W. W. 116, W. W. 117, W. W. 118, W. W. 119, W. W. 120, W. W. 121, W. W. 122, W. W. 123, W. W. 124, W. W. 125, W. W. 126, W. W. 127, W. W. 128, W. W. 129, W. W. 130, W. W. 131, W. W. 132, W. W. 133, W. W. 134, W. W. 135, W. W. 136, W. W. 137, W. W. 138, W. W. 139, W. W. 140, W. W. 141, W. W. 142, W. W. 143, W. W. 144, W. W. 145, W. W. 146, W. W. 147, W. W. 148, W. W. 149, W. W. 150, W. W. 151, W. W. 152, W. W. 153, W. W. 154, W. W. 155, W. W. 156, W. W. 157, W. W. 158, W. W. 159, W. W. 160, W. W. 161, W. W. 162, W. W. 163, W. W. 164, W. W. 165, W. W. 166, W. W. 167, W. W. 168, W. W. 169, W. W. 170, W. W. 171, W. W. 172, W. W. 173, W. W. 174, W. W. 175, W. W. 176, W. W. 177, W. W. 178, W. W. 179, W. W. 180, W. W. 181, W. W. 182, W. W. 183, W. W. 184, W. W. 185, W. W. 186, W. W. 187, W. W. 188, W. W. 189, W. W. 190, W. W. 191, W. W. 192, W. W. 193, W. W. 194, W. W. 195, W. W. 196, W. W. 197, W. 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W. 1008, W. W. 1009, W. W. 1010, W. W. 1011, W. W. 1012, W. W. 1013, W. W. 1014, W. W. 1015, W. W. 1016, W. W. 1017, W. W. 1018, W. W. 1019, W. W. 1020, W. W. 1021, W. W. 1022, W. W. 1023, W. W. 1024, W. W. 1025, W. W. 1026, W. W. 1027, W. W. 1028, W. W. 1029, W. W. 1030, W. W. 1031, W. W. 1032, W. W. 1033, W. W. 1034, W. W. 1035, W. W. 1036, W. W. 1037, W. W. 1038, W. W. 1039, W. W. 1040, W. W. 1041, W. W. 1042, W. W. 1043, W. W. 1044, W. W. 1045, W. W. 1046, W. W. 1047, W. W. 1048, W. W. 1049, W. W. 1050, W. W. 1051, W. W. 1052, W. W. 1053, W. W. 1054, W. W. 1055, W. W. 1056, W. W. 1057, W. W. 1058, W. W. 1059, W. W. 1060, W. W. 1061, W. W. 1062, W. W. 1063, W. W. 1064, W. W. 1065, W. W. 1066, W. W. 1067, W. W. 1068, W. W. 1069, W. W. 1070, W. W. 1071, W. W. 1072, W. W. 1073, W. W. 1074, W. W. 1075, W. W. 1076, W. W. 1077, W. W. 1078, W. W. 1079, W. W. 1080, W. W. 1081, W. W. 1082, W. W. 1083, W. W. 1084, W. W. 1085, W. W. 1086, W. W. 1087, W. W. 1088, W. W. 1089, W. W. 1090, W. 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